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with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Cataract is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Cataract Cure is taken internally, and acts directly upon the blood and mucous surfaces. Hall's Cataract Cure is not a quack medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing cataract. Send for testimonials, free.

F. J. CHENEY & CO., Props., Toledo, O.
Sold by Druggists, price 75c.
Take Hall's Family Pills for constipation.

MAISON COUNTY TURNPIKES

On June 21st, I took the Flemingsburg pike at the city limits and the Model road first has my attention. I beg to advise the tax payers of Mason county, when all the work contracted for on this 1 1/2 miles of pike, will have cost over \$16,000, of which sum, Mason county pays one-half and the State of Kentucky, the other one-half. \$8000 of this chargeable to the 1915 Turnpike Fund, in this county, and the balance of it is chargeable to the year, 1916. The macadamizing of this stretch of pike, cost something over \$5000. The asphalt, tar or oil binder which was applied to this road, cost something over \$2200 per mile—sufficient money to build one mile of pike under ordinary conditions. The three bridges, retaining walls and two dams across Limestone Creek will cost, when completed, about \$8000. If the present management of Mason County Turnpikes, had the expenditure of \$200,000 of bond money, how far on the Flemingsburg pike, do you think \$200,000 would go? The water already runs in the middle of this pike from the home of Thomas Malone to the first bridge over Limestone Creek, a distance of about 500 feet. The asphalt upon the middle stretch of this road has softened up, owing to the warm weather, and the county officials have had this covered with screenings and the pike is very uneven and rough until you reach the last one-half mile of this improvement. In my judgment, the water bound macadam would have been at least, as good as the construction which was used, and \$3200 would have been saved to Mason county.

The State Engineer was here about 10 days ago and finally received the road, and said it was the best piece of road he ever saw built under similar conditions. If this is Mr. Ross's sincere judgment, Mason county had better donate \$1000 to have kept Mr. Ross some other place than Maysville during the fall of 1915.

The Flemingsburg pike from the end of the Model road to Tom Comer's is full of ruts from 4 to 8 inches deep, which have been there ever since February. The water has been running down these ruts, for distances of 500 to 600 feet, and you can imagine, readily, how much harm has been done by the elements alone, but the automobile has to bear the blame of this condition. These ruts are almost through to the city and should have been filled with sledged rock and then covered with a finer rock. However, since this inspection was made, the county has had the Robertson county roller

and the new scarifier working on this hill, being there two days. They dug up sufficient fine rock, dust and clay to fill up the ruts, and this hill is apparently in splendid condition now, but I wish to say, that it is nothing more than a summer road, as there is nothing to keep the travel from going back into these ruts as above, as the ruts were not filled with heavy rock but with clay and fine rock.

I also beg to call attention to the expenditure of the county, last fall, of about \$109, in hauling refuse blue clay from the Model road quarry upon this hill to Comer's, which I have just described above. This refuse from this quarry as soon as it became frozen and thawed out again made 4 inches of mud over the whole stretch upon which it was applied. There are many bad places on this pike from the top of the hill to the Mt. Gilead pike, and I wish to call attention especially to a stretch of the pike from the old Williams toll-gate house to the Mt. Gilead pike. There has been quite a lot of money expended in ditching with a grader but this ditching did not get the water out of the middle of the pike. There is not a rod of rock being hauled upon this stretch of 9 1/2 miles, which I am referring to, although there are two parties at Lewisburg, who have about 200 rod of good gray Limestone rock, which could be had for a very small price. One of the parties, Mr. Jacob Roser told me he had been unable to sell this rock to the county although it had been out one year. He has at last sold it to a man in the community who is going to build a turnpike for one of our county officials, who lives about one mile from the point where the rock is. Mr. Browning on the other side of Lewisburg has his rock piled within 50 steps of the pike, and I am told, that he has been unable, also, to sell his rock. There is no question about needing it. Rock on this pike will cost on an average of, at least, \$2.00 per rod, and there should be \$200 per mile applied to the repair of this road, each year, without robbing any cross pike.

The Mt. Gilead pike next has my attention. This pike has about 10 rods of gray Limestone rock broken already to apply but have been resting 12 months. Water is washing this rock badly, although with very little expenditure of money, the breaks, at present upon the road would suffice to carry the water away, but the accumulation of mud has caused them to stop up and run over. At the Gilead end of this pike, which is 2 1/2 miles long, I found a colored man spreading rock on the road and doing some ditching in order to cover the fresh rock with dirt. The work he was doing was all right if it would only go far enough. This man had a horse and cart with him but the horse was unhitched and turned out to graze in a school house lot, near by. I asked the man what he got per day and he said \$1.25 for himself and 75c for the horse and cart. I asked, if he charged for the horse and cart when he had the horse turned out on grass like it was, and he said, oh, yes, I have to have the horse and cart to haul my tools to work, (shovel and pick.) This instance is a fair sample of what is becoming of Mason county's money.

I proceeded North on the Mt. Carmel pike from Gilead and the Fleming county line to Wolfs Run pike. There was some rock being broken on this stretch of pike but the strings were so small that a man would have to have a field glass to see them 50 steps

away. I measured one string just being broken that was 6 inches deep in the middle and 2 feet across. I do not know whether this is made for a rod or not. This stretch of road is badly in need of plenty of metal and sufficient drainage to keep the water from standing in the pike, as there are no hills on this stretch of 2 miles.

I followed the Wolfs Run pike from the Carmel pike, 3 1/2 miles to the Northfork bridge, where Mason, Fleming and Lewis counties meet. This bridge is in good condition but it has not seen a paint brush for several years. About 1-1/2 of a mile from this bridge, is a small bridge, probably 10 or 12 feet wide, with a creek running beneath it only a distance of 3 feet or less. The passable way under this bridge has become stopped up with trash and mud and the little creek has to flow around on the east side whenever a rain comes. This flow of water almost washed out one abutment entirely and in the near future, a new concrete bridge will have to take its place, as it seems Stone Masons cannot be had to repair abutments which have been standing for years. This Wolfs Run pike is very rough, indeed, being washed to pieces on account of no drainage. There is some new rock being hauled but there is also old strings that seemed to have been broken, at least, two years and which remain unspread. This pike runs through a good country whose valuation is, at least, \$50 to \$80 per acre, and the neighborhood, a splendid people, who pay their taxes promptly, but it certainly looks like they are getting nothing in return.

I next took the Dickson pike, which connects with the Wolfs Run pike, 1 1/2 miles from the Northfork, and passes through the Dickson neighborhood to Orangeburg, a distance of 3 1/2 miles. This pike is in fairly good condition but needs some rock and a great deal of drainage. Rock can be had very cheap, as I noticed a great many large piles of rock right opposite the pike that looked to me like could be bought for almost nothing. I expect the neighbors would almost be willing to give the rock if the county would give their pike some attention.

In 1915, Mason county did herself proud by expending the large amount of \$6 on this 3 1/2 miles of pike. Do you wonder at people not wanting to vote a bond issue in Mason county? There are three bridges on the Dickson pike, one of which is a bridge over Northfork and in good condition, the only fault I have to find with it, is that, one almost has to have a step ladder to get upon the bridge floor from the pike, but you know a "Ford" car can do almost anything and it took the place of a step ladder.

From Orangeburg, I retraced my steps on the Carmel pike and took up this pike where I had left off at the Wolfs Run. From the latter pike to the top of the Northfork hill on the south side, the road is very rough and needs plenty of rock. There is no drainage here, consequently, water stands in the middle of the pike for 100 yards, at a stretch. The Northfork hill on both sides has breaks upon it for a number of years and these breaks have saved the road and it is still in fair condition. These breaks are filled up and water beginning to run over, and is now beginning to do great damage to this stretch. From Orangeburg to the top of the hill there is some rock being broken, but the amount of it is not half that which is needed, in fact, the men breaking are making strings that are 55 feet long, 2 feet wide and 9 inches deep for a road, and this amount of rock will not fill half of the ruts that are already there. In many places, especially on the hills towards Maysville, the bed rock is showing up. I might mention the hill North of the Rectortville pike, at the Cochran farm, I do not believe there has been any rock applied to this hill in 5 years and the rains continue to wash out the small amount of fine rock that is left on top of the bed rock. Last year, there were several concrete bridges put in on this road on account of a big washout which occurred in the spring of 1915. These bridges are very serviceable, well constructed and reasonable in their cost, and the expenditure for them constitute the principal repair work on this 11 1/2 miles of pike. There was \$1700 spent on this road last year, of which the bridges cost \$1200, so you can see there was not to exceed \$500 per mile expended upon it. I have gone far enough into this investigation to make the statement, that slogan in Mason county should be today, "get the water off the roads and do it quickly."

W. HOLTON KEY.

ROOSEVELT WILL DINE WITH HUGHES
New York, June 27—Theodore Roosevelt has accepted an invitation to dine with Charles E. Hughes at the Republican Presidential nominee's hotel here at 7:30 o'clock Wednesday night, it was learned today.

YES YOUR HONOR, MY HUSBAND HAILING ME TO COURT JUST BECAUSE WE HAD A LITTLE SCRAP GOES TO SHOW WHAT AN UNAPPRECIATIVE MAN HE IS—I GUESS HE FORGETS ALL THE LONG, DREARY NIGHTS I'VE SAT UP WAITING FOR HIM TO COME HOME!



BUT THIS IS HOW SHE DID IT



PULLING SOME

After fourteen weeks of military training in the open, a company of fifty-six recruits of the United States Marine Corps, learning the ropes at the recruit depot here, increased its pulling power from 262,138 pounds to 264,565 pounds—an increase of 2,427 pounds.

Tests were made with Dr. Kellon's dynamometer, a machine which automatically registers the exact number of pounds pulled by each muscle group of the body.

JOHNSON FOR HUGHES

Sacramento, Cal., June 27—Governor Hiram W. Johnson, one of the leaders of the Progressive party, today announced that he will support Charles E. Hughes, Republican, for the Presidency, "because I believe his record warrants it."

ADVERTISED LETTERS.

List of unclaimed letters in the Maysville Postoffice week ending June 28th:

Andres, Mrs. O. R.
Bennett, J. S.
Black, Andrew (2)
Bloomfield, Mrs. O.
Clough, Edgar
Clark, Mrs. Fannie
Davis, Amos
Earle, R. N.
Earle, Mrs. Ida
Grundy, Miss Laura
Hill, Lee
Hodet, Daniel E.
Johnson, Miss Dorothy
Morgan, Mrs. Ethel
Payne, Frank
Radford, J. E.
Sanford, Mrs. Mary
One cent due on above letters, persons calling for same will please say advertised.
M. F. KEHOE, Postmaster.

Maysville's Redpath Chautauqua Opens This Afternoon

Get In On The Ground Floor By Hearing the

Music Makers Quartet

AND

Dr. William A. Colledge

The Music Makers, in a vocal and instrumental program, are to feature the MARIMBAPHONE. It's Great! Afternoon and evening.

Dr. Colledge, traveler, educator and lecturer, who spent three years with Henry M. Stanley in Africa, is to lecture in the evening.

Start attending the Chautauqua today and don't miss a single session. The best route is via Season Ticket: Adults \$2.00; Children \$1.00, if bought before the opening day.

W.B. CORSETS

do not require breaking-in, but are easy and comfortable the first day you wear them. You never have the desire to "let it out" while wearing W. B. NUFORM CORSETS.

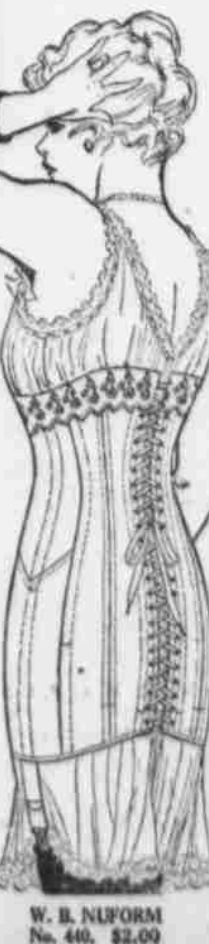
W. B. NUFORM, STYLE 440, (See large illustration). For average full figures. Medium bust. Double hip construction gives more than good value. Smooth fit. Long wearing. Coutil, embroidery trimmed, \$2.00.

W. B. NUFORM, STYLE 419 (See small illustration). Medium low bust; elastic inserts. Splendid wearing Coutil; embroidery trimmed, \$1.50.

Other W. B. Models, \$1.00 up.

W. B. BRASSIERES, worn with W. B. Corsets give fashionable figure-lines and add to gown fit. 50c up.

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ANNOUNCEMENTS.

For Congress.
We are authorized to announce W. J. Fields of Carter county, as a candidate for renomination as Representative in Congress from the Ninth District, subject to the action of the August primary.

JOHN W. PORTER

FUNERAL DIRECTOR

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MRS. CARRIE BREEZE
PROPRIETRESS.

29 East Second Street. Phone 624

RAILROAD TIME TABLES

L. N. Louisville & Nashville
RAILROAD

No. 11 departs 5:35 a. m., daily except Sunday.
No. 9 departs 1:00 p. m., daily except Sunday.
No. 19 departs 3:40 p. m., daily.
No. 10 arrives 9:50 a. m., daily except Sunday.
No. 14 arrives 8:30 p. m., daily except Sunday.
No. 16 arrives 7:30 a. m., daily except Sunday.
No. 17 departs 7:50 a. m., daily except Sunday.

Sunday Only
No. 117 departs at 6 a. m.
No. 118 arrives at 11:25 p. m.
Schedule effective Sunday, May 28, subject to change without notice.
H. S. ELLIS, Agent.

Chesapeake & Ohio Ry.

Schedule subject to change without notice

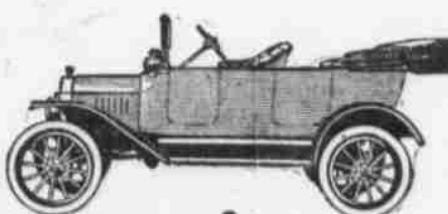
Schedule effective May 28th.
EAST BOUND—
No. 8, 9:41 a. m.
No. 6, 9:55 a. m.
No. 2, 1:40 p. m.
No. 16, 5:30 p. m.
No. 18, 8:00 p. m.
No. 4, 10:48 p. m.
WEST BOUND—
No. 19, 5:30 a. m.
No. 5, 6:15 a. m.
No. 1, 9:19 a. m.
No. 17, 9:30 a. m.
No. 3, 3:20 p. m.
No. 7, 4:23 p. m.
W. W. WIKOFF, Agent.

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Central Garage Co.



Removal Notice

The Public Is Invited To Take Notice That the

Maysville Telephone Co.

Has Moved Its Exchange and Office To the Second Floor of the First National Bank Building.

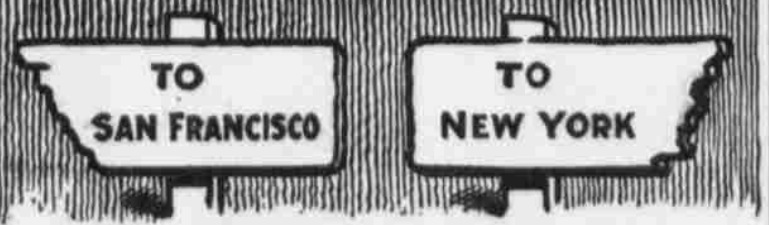
J. J. LYNCH, Local Manager.

KEEP A GOOD CAR



You can't afford to keep a good car in an unfit place. We can provide safe, clean and convenient storage for a limited number of machines. Right now is the time to see about it so you will be sure to get a place. Or if you want a cover for the car we will serve you best.

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MAYSVILLE'S LEADING GARAGE



Go Where You Will

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Grape-Nuts

This ideal health ration combines the sweets and nourishments of whole wheat with the delicious tang of malted barley.

It is easily digested by weak stomachs and has a nourishing value unequalled by any other cereal food. It's a vigor-producer for keeping body active and mind alert.

"There's a Reason" for Grape-Nuts

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